

RESOLUTION OF THE BOSTON REDEVELOPMENT AUTHORITY SUPPORTING
PROPOSED LEGISLATION FOR A NEW STADIUM TO BE BUILT IN THE
SOUTH STATION AREA OF THE CITY OF BOSTON

WHEREAS, the Boston Redevelopment Authority, pursuant to Chapter 652 of the Acts of 1960, has been granted the powers and shall perform the duties conferred on planning boards of cities in Massachusetts by general laws applicable to Boston, including Section 70 of Chapter 41 of the Massachusetts General Laws, and has also been granted the powers and shall perform the duties conferred or imposed by statute or ordinance on the former City of Boston Planning Board;

WHEREAS, the Development Administrator of the Authority has prepared a report supporting the development of a new stadium in the South Station area of the City of Boston, which report proposes a method for financing such a Stadium with little risk of necessity for public subsidy;

WHEREAS, it is the opinion of this Authority, that because of such characteristics as its central location and excellent accessibility, adequacy of proposed parking facilities, the compatibility of a Stadium with the existing and proposed development surrounding the area, and the minimal needs for additional land taking, the South Station area is the best site for a new Stadium, and that a new Stadium in that area is in the best interest of the community;

WHEREAS, the Development Administrator also has submitted to the Authority proposed legislation for constructing and financing said stadium.

NOW, THEREFORE, BE IT RESOLVED that the Boston Redevelopment Authority support a new Stadium to be built in the South Station area and urges that the proposed legislation submitted to the Authority by the Development Administrator on July 27, 1967, be admitted to and considered by the General Court as a matter of principal importance.

7/27/67

SECTION - BY - SECTION SUMMARY
OF MAJOR PROVISIONS OF
BILL TO CREATE MASSACHUSETTS BAY STADIUM AUTHORITY, ETC.

Section 1. Creates the Authority, to be under the charge of an unpaid 7-man board, to be appointed as follows:

Chairman	-	to be appointed by Governor
Vice-chairman	-	to be appointed by Mayor
Members ex officiiis, or their designees	-	Chairman, Mass. Turnpike Authority Chairman, MBTA Commissioner of Commerce and Development Director of PFD, City of Boston Chairman, BRA

Section 2. Authorizes the Authority to hire staff, which shall not be subject to civil service laws, except for persons transferred to the Authority who already hold permanent civil service appointments.

Section 3. (a) Directs the Authority -

1. to plan and construct a stadium in Boston together with parking and other related facilities;
2. subject to Section 5, to make leases and other agreements for the stadium's use for athletic and other purposes, granting concessions, providing for participation by the Authority in revenues of a parking garage, toll road or any other facility or for stipulated payments to the Authority in lieu of such participation, or for construction of facilities by others adjacent to and connected to the stadium project;
3. to regulate the use of the stadium; and
4. to issue up to \$26 million of revenue bonds to pay for the stadium project; and

(b) grants the Authority usual powers (e. g., to adopt by-laws, to adopt a seal, to sue and be sued) to enable it to carry out its purposes.

Section 4. Specifies that the stadium shall be located in the South Station area, provides for irrevocable tidelands licenses, and empowers the Authority to acquire land within such area, including acquisition by power of eminent domain.

Section 5. Authorizes the Authority to lease the stadium for 40 years to the City, and to charge rents and fees pursuant to contracts made under section 3 above in order to meet the Authority's stadium expenses and pay its bonds, but prohibits the Authority from unconditionally contracting for the construction of the stadium unless it has first made contracts under Section 3

sufficient to provide adequate revenues to meet such expenses and pay the bonds.

Section 6. Exempts the Authority's property from taxation, betterments and special assessments, but permits the Authority to enter into agreements with the City of Boston for payments in lieu of taxes.

Section 7. Exempts the stadium from all building, zoning, and similar laws except the state law respecting safety of persons in buildings.

Section 8. Provides that obligations incurred hereunder shall not constitute a debt of the Commonwealth or a pledge of the faith and credit of the Commonwealth.

Section 9. Obligates the the Authority to make an annual report to the Governor and General Court, and to have its books audited annually by the State.

Sections 10 - 15. provide usual bonding provisions.

Section 16. Specifies that when all bonds have been paid, the stadium shall be turned over to the City of Boston and the Authority shall be dissolved.

Section 17. Usual separability clause providing that the invalidity of any provision of this act shall not affect the validity of the remainder of the act.

Section 18. Abolishes Greater Boston Stadium Authority, and transfer its property and its civil service employees to the Massachusetts Bay Stadium Authority.

July 27, 1967

TO: Boston Redevelopment Authority

FROM: Edward J. Logue, Development Administrator

SUBJECT: SOUTH STATION STADIUM PROPOSAL

Summary: Report supporting development of a Stadium in the South Station area and draft legislation providing a means of developing the Stadium.

Submitted herewith for the Authority's consideration and endorsement is a report on the proposed Stadium to be developed in the South Station area and a draft of legislation that I believe will provide a satisfactory mechanism for constructing and financing the long talked about Stadium. A summary of the draft is also attached.

For over 5 years, there has been interest and consideration on various governmental levels of where and how a new Stadium in the Boston metropolitan area could be constructed. But there has been no action, and there is a very real possibility that Boston could lose the Red Sox and the Patriots if decisions on constructing a new Stadium are not made soon. Boston is a major league City and to remain one I believe a new Stadium is important.

The report indicates the excellent accessibility to the proposed site by highways and public transit and shows more than an adequate number of parking spaces available in the immediate and adjacent area to serve the needs of a Stadium.

The proposed legislation provides for a Stadium authority to acquire the necessary land in the South Station area (generally bounded by Summer Street on the north, Fourth Street bridge on the south, Fort Point Channel on the east, and the Expressway on the west) and to build the Stadium and lease it to the City for operation. The seven-member Stadium authority will include four representatives of State or metropolitan agencies and three persons (including the Chairman of the Boston Redevelopment Authority) representing the City. These members can hold any other positions. The Stadium Authority can hire such employees or independent contractors as it needs.

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The Stadium authority is comprehensively empowered to develop the Stadium and appurtenant parking and other facilities. It is required to prepare a comprehensive plan as well as plans and specifications for construction. The Stadium authority can contract for construction only after its lease with the City has been executed, and when it has issued its bonds, it can acquire the necessary land. The Stadium authority also can enter into contracts giving it a share in the income from increased business of the South Station garage and the Turnpike which is generated by the Stadium. (This could be implemented, for example, by sale of parking and/or Turnpike coupons at a discount rate when purchased together with tickets for Stadium events.)

Financing is to be by Revenue Bonds issued by the Stadium authority which, although "municipal bonds" for purposes of tax-exempt status, will not be backed by the full faith and credit of either the City or the Commonwealth. Instead the bonds will be backed by the City's lease of the Stadium and perhaps concession contracts. After the bonds are paid off, the Stadium land and buildings will be turned over to the City.

No legislation is required to give the necessary powers to the City of Boston. Pursuant to the act creating the Public Facilities Department last year, that Department can acquire the Stadium by lease and can in turn rent or sublease. The City also has under the same act, plenary power to make other necessary contracts and to operate and maintain the Stadium.

This Stadium proposal does not provide for a roof. All proposals to date, public or private, providing for a roof have been most costly and a very heavy deficit would have been accrued. This proposal is for a \$26 million Stadium with a capacity of approximately 50,000. There will be little risk of public subsidy. The difference between debt service on the bonds and income from sporting events and concessionaires can be offset by a combination of excess revenues generated by the Stadium for the Massachusetts Turnpike extension and the South Station garage. If necessary, an adjustment in the payment-in-lieu-of-taxes for the South Station parking garage, which is estimated to be approximately \$50,000 a year, can be made available to offset any deficit.

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I believe that this is a sound proposed course of action and I request the Authority's endorsement of the report and proposed legislation. It is my intention to seek acceptance of this legislation in the Great and General Court.